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Hongkong, 1st September, 1910. [a43]

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[25]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

At the Peak Church, Hongkong, on November 10th, FRANCIS WILLIAM O'CONNOR, M.B.C.S., etc., second son of the late F. W. O'CONNOR, F.R.C.S., Limerick, to ZELLA, eldest daughter of William Otto, Natal, South Africa. [1343]

DEATHS.

On October 28th, at Kiang, ERNEST ATWILL, of the Imperial Maritime Customs Service, aged 34 years.

On November 3rd, at Shanghai, BARBARA MARY, infant daughter of Margaret and the late Smith Allison, Nanking, aged 7 months. [1343]

HONGKONG OFFICE: 10A, DE VOUX ROAD C LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, NOVEMBER 11th, 1911.

The insurrection in China has naturally excited keen interest in Japan, the papers to hand being filled with news and comments on the affair. The Japanese correspondents in China have been very busy telegraphing reports—good, bad and indifferent—and there is displayed the same lack of discrimination between reliable and totally untrustworthy statements for which the Japanese correspondent was, erstwhile noted. The principle he seems to go on is to telegraph everything and leave it to the readers to distinguish the false from the true. Turning to the comments on the outbreak, it is noticeable that so far Ministers and high officials have maintained a discreet silence. Japan stands in rather a ticklish position to the neighbouring continent, and words uttered, or put into the mouths of her responsible statesmen, might very well be twisted to imply a leaning to one side or the other. The Ministers have, therefore, preferred to

say nothing. Unofficial comments are plentiful, however, and seem generally—there are exceptions—to favour the insurrectionists. Perhaps this is from a purely sentimental standpoint. It is a failing of human nature to side with the weaker as long as it remains the weaker, and fickle natures are fond of changes, whether domestic or political. Undoubtedly Japan would be relieved of a good deal of anxiety if her neighbour were placed on a strong footing so as no longer to form a tempting bait for predatory Powers, although perhaps Japanese statesmen do not altogether see eye to eye on this point. Thus there has been some heart-searching in Japan as to what would happen if the disturbances were unduly protracted and the Powers—including Japan—felt called upon to interfere. Would an attempt be made to prop China up again, or would she be divided up? In the latter event Japan would certainly be in at the death, since if there is to be any partition she naturally expects a good share. However satisfying to Japan's ambitions, such an adventure on the continent of Asia might be, it is to be earnestly hoped that for her own sake it will never happen. One is irresistibly reminded of the English incursions in France and all the miserable wars and bitter memories they caused. In Korea Japan found a decadent nation, but in China this would be by no means the case. The Chinese under fair conditions tend rather to outstep other nations, and if, as is stated, the Japanese stand no chance in competition with the Chinese in Manchuria, they would certainly stand less chance in China proper. The experiment Great Britain made in India is not one that any other nation would willingly attempt.

Thus Japan's proper policy would rather seem to be the maintenance of the integrity of China and resistance to all attempts to infringe on it. From the commercial point of view Japan would find her greatest advantage in a settled, prosperous China, with developing industries and well worked resources. With such a country her trade would prosper, since any superior abilities she possesses would have full scope and find a quick market. Thus, both politically and commercially, a strong China would be greatly to Japan's advantage, but whether the Chinese reformers are better able to achieve that end than the present dynasty is a moot question. Insurrections are apt to leave their marks behind them, even more so when they are successful, and it is merely visionary to think that the reformers, however able, can set the wrong right in the twinkling of an eye, or make a new China out of an old one with a miraculous touch of superior wisdom. People who have found it easy to upset one set of rulers are inclined to deal rather more lightly with their successors, which is perhaps one reason why popular movements tend seldom to end in the establishment of greater despotism. China, emerged from the insurrection, might look forward to some years of unrest, during which time trade and industry would be interrupted, despite the best of motives on the part of the reformers. From all points of view, therefore, it does not seem that Japan has much to gain from a change of a dynasty in China, although she has much to gain from a peaceful development of the country. To many outsiders it has seemed that Japan has for some years been wasting her opportunities. Instead of seeking to gain China's confidence she has been engaged in a series of bickering which, without bringing her any real profit, have served to embitter relations. A mistake was undoubtedly made in seeking territorial aggrandisement in Manchuria. The Russo-Japanese War had for its object the restraint of Russian aggression on China. Japan deemed, rightly or wrongly, that Russia's advance was a danger to her own independence, and she made a desperate effort to stop that advance. The temptation to acquire rights herself in the territory wrested from Russian control was too great to be resisted, however, and the chance of earning China's sincere friendship was thrown away. On Japan's side it may be pleaded that China's weakness compelled her to adopt her present attitude, if the work she had accomplished was not to be again undone. But it was not impossible for Japan to have made arrangements for joint action with China to affect the end she had in view without estranging her neighbour's feelings. It must be admitted that Japan's course, however unwise, was the course which the majority of governments would have adopted. Japan lost in a chance, nevertheless, of becoming the predominant Power in China, and at one and the same time, erecting a bulwark against foreign aggression in the Far East and deriving greater material advantages than she will ever obtain from the Manchurian adventure. China, however, is now in the throes of an insurrection, and Japan can only stand by with the other Powers to await the issue.

THE SITUATION AT CANTON.

Our correspondent writing on Thursday said:—Since 12 noon, when this city was proclaimed to be under Revolutionary rule, there has been no trouble whatever with the Imperialists. There appears to be no Government at all here now and each man is doing what seemeth good to his own eyes. The prisoners have been moved and there are now at least 2,000 criminals loose on the streets and, if the people fear nothing else, the greatly fear these. Several pork shops and eating houses have been looted by hungry mobs. I have just come from that part of Sha Kai that lies between the French Bridge and the Chinese Post Office. On each side of the way have been erected a large number of gambling stalls and these are crowded with disreputable looking men all risking their money with the greatest eagerness. The streets although a little late hour, are very full, and bands of rowdies, many of them queening, are parading the thoroughfares. In one barber's shop I saw about twenty men waiting to be shaved of their tails and the number of those thus operated on during the past few hours must be very great. The bridges leading on to Shamoen are heavily guarded and the Settlement itself is being patrolled by men from the warships.

THE LATE VICEROY OF CANTON.

LUNCHEONS AT GOVERNMENT HOUSE.

Mr. Chang Ming Chi, late Viceroy of Canton, arrived in Hongkong on Thursday evening, on board H. M. S. *Bandy*, with Mr. Wei Han and Mr. Wei Tzu Ching, looking very ill and worn. He has taken up his residence in Hongkong for a few days, and his future plans are uncertain. The ex-Viceroy and Mr. Wei Tzu Ching lunched with H. E. The Governor yesterday at Government House, together with the Hon. Dr. Ho Kai, the Hon. Mr. Brown and Mr. Harris, (who acted as interpreter in Mandarin).

Mr. Wei Han was too unwell to accept the invitation. His Excellency had a long conversation with his guests, and told them that they could be assured of safety and protection during their short stay in a British Colony.

TO-NIGHT'S CONCERT.

Following is the programme of the concert to be given in the Theatre Royal this evening by the Band of the K.O.Y.L.I.:

- 1—March: "Pomp and Circumstance" Elgar
- 2—Song: "Prologue" (Pavane) Leoncavallo
- 3—Overture: "William Tell" Rossini
- 4—Song: "Love of you" Ernest Newton
- 5—Prelude: "Humoresque" Dvorak
- 6—Prelude: "Rachmaninoff" Capra
- 7—Song: "In the Shadows" Pink
- 8—Song: "Allegro Molto (Piano concerto in A minor) Grieg
- 9—Song: "Promises of Life" Cowan
- 10—Song: "Promises of Life" Cowan
- 11—Song: "Promises of Life" Cowan
- 12—Song: "Promises of Life" Cowan
- 13—Song: "Promises of Life" Cowan
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- 15—Song: "Promises of Life" Cowan
- 16—Song: "Promises of Life" Cowan
- 17—Song: "Promises of Life" Cowan
- 18—Song: "Promises of Life" Cowan
- 19—Song: "Promises of Life" Cowan
- 20—Song: "Promises of Life" Cowan

LOCAL SPORT.

LEAGUE CRICKET.

Naval Yard v. R.E.
Police v. R.G.A.
Civil Service v. K.O.Y.L.I.

Other Cricket.

H.K.C.C. v. Kowloon
Craigswater v. A.O.C.
League Football—1st division.
Naval Yard v. H.K.F.C.
R.E. v. R.A. Naval Ground

2nd division.

87 Co. R.G.A. v. Sub-Marines
Departments v. H.K. Hong Police
Corps. K.O.Y.L.I. v. B.O.C.
88 Co. R.G.A. v. F.C.C.
83 Co. R.G.A. v. B.C. Bye

FRAM.

Kowloon team—J. H. Mead, Lieut. W. Hagger, Capt. Crawford, W. Wessner, R. P. Threlfall, J. P. Robinson, Lieut. N. J. Williams, A. O. Brown, W. T. Elson, A. R. F. Raven, F. J. de Rome.

H.K.C.C. R. Hancock, H. Hancock, A. C. Fowler, H. R. Makin, D. C. Donnelly, W. Wabaton, Colonel Hamilton, C. T. Hoss, D. G. Bernard, E. J. Saunders, C. J. McNulty, C.C.C.—H. H. Taylor, G. A. Hancock, L. A. Rosa, J. V. Braga, J. D. Norris, R. Pestonji, E. Phillips, C. Johnston, S. B. Battilana, G. Harpur, and J. Tapp.

H.K.F.C.: Groggin, Hamilton and McCubbin; Moon, Bawson and Wilkie (c); Ford, Hadley, Brown, Wilson and Roberts.

BOXING.

Amateur and professional tournament V.R.C.

INTERPORT RIFLE MATCH.

The undermentioned have been selected to represent Hongkong in the Interport Shoot at King's Park Range, Kowloon, on Monday, the 13th instant, commencing at 9.30 a.m.:

E. Heard A. Osman
A. Henderson A. E. West
J. D. Danby A. C. Gilbert
B. Chapman J. A. Lochester
F. Brown E. Stewart

The team will be captained by Mr. C. E. Tucker who will stand as first reserve. Colonel A. Chapman, Commandant of the Volunteer Corp, Major D. Macdonald, H.K.V.C. and Captain J. W. Smepp, B.M.L.I., have kindly consented to umpire the match.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE REICHSSTAG AND THE MOROCCO QUESTION.

EXCITEMENT OVER MR. LLOYD GEORGE'S SPEECH.

INTENSE BITTERNESS AGAINST ENGLAND.

LONDON, November 10th.

In the Reichstag, Dr. Bethmann-Hollweg, the German Chancellor, declared that the Morocco programme drawn up in May had been carried out fully, without interference from any quarter. The Kaiser had vigorously supported the programme and had been full of readiness to draw the sword if necessary in defence of Germany's honour. The Chancellor referred to Mr. Lloyd George's speech, and said he made representations to London, through the Ambassador, pointing out that the negotiations with France indirectly touched British interests, but if Great Britain desired to participate in the discussion Germany expected to be informed through the usual diplomatic channel. He defended the Colonial acquisitions, emphasising that a source of danger with France and Great Britain had been removed. He denied that the Government had retreated before anyone.

Herr Heydbrand (Conservative) said it was questionable whether the acquisitions in the Congo compensated for Germany's assent to the sacrifice of the independence of Morocco. "Not political understandings," he said, "but the trusty German sword will secure us peace. We are ready to use the sword at a given moment." (Uproar.) The German people will not stand post-prandial orations like Lloyd George's. It is the Government's duty to decide the moment for the honour of the German nation."

Herr Basserman (National Liberal) said when the *Panther* appeared at Agadir the re was a wave of rejoicing in Germany. This was kindled into indignation by Mr. Lloyd George's speech. The people were undoubtedly disappointed to learn that the German Government did not contemplate territorial acquisition in Morocco. A firm hand was needed to guide German policy in the present hour of defeat. When the test comes the foreigner would find himself confronted with a United Germany. Violent speeches were made by Centre, Conservative and National Liberal Deputies denouncing Germany's "purposeless policy in Morocco," and the failure to meet the provocation of Mr. Lloyd George's speech. They denied that the agreement was a step towards a Franco-German rapprochement, and demanded that the Treaty be referred to the Budget Commission for exhaustive examination.

Baron Hertling, of the Centre Party, said the popular displeasure regarding Germany's purposeless Morocco policy since the unhappy demonstration at Tangiers in 1904 was transformed into flaming anger by the speech of Mr. Lloyd George. What had the Chancellor done to meet British provocation? The maintenance of peace would be bought at too great a price if only obtainable by the sacrifice of Germany's position as a world power.

The sitting was adjourned.

The galleries were crowded, the spectators including the Crown Prince, who obtained leave from his regiment.

The *Berliner Tageblatt* states that the Crown Prince made frequent remarks to his entourage approving the utterances of Herr Heydbrand and Baron Hertling.

The debate in the Reichstag was noteworthy for its repeated manifestations of intense bitterness against Great Britain, and indignation at Mr. Lloyd George's speech. The Chancellor's moderate language was received with occasional laughter, almost derisory, and mostly in profound silence.

The *Times* Berlin correspondent suggests that the party leaders are using the anti-British feeling as a useful cry in view of the forthcoming elections.

A FRANCO-SPANISH TREATY REGARDING MOROCCO.

LONDON, November 10th.

The publication of a secret Franco-Spanish treaty regarding Morocco, made in 1904, has created a sensation in Paris. It confers rights on Spain which are considered as seriously detracting from the advantages obtained by France in her agreement with Germany.

The French Premier, in the Chamber yesterday, urged a speedy ratification of the Franco-German agreement, in order to strengthen the hands of France in the negotiations with Spain.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

A HONGKONG QUESTION IN PARLIAMENT.

LONDON, November 10th.

In the House of Commons, Mr. Keir Hardie asked a question with reference to apprehensions that a proposed Ordinance regulating clubs and organisations in Hongkong was likely to be used for the suppression of bona fide trades union organisations. Would care be taken, he asked, to safeguard the rights of the workers before the Ordinance was confirmed?

Mr. Harcourt, Under Secretary of State for the Colonies, said he had not seen the proposed Ordinance, but would carefully consider the point when the Ordinance was received.

BRITISH DELEGATES TO THE OPIUM CONFERENCE.

LONDON, November 10th.

In reply to Mr. Mitchell-Thomson, Sir Edward Grey said that Sir Cecil Clement Smith, Sir William Meyer and Mr. Max Meuller of Peking had been appointed delegates to the Opium Conference, while the appointment of a fourth member was being considered.

ANGLO-AUSTRALIAN CRICKET.

LONDON, November 10th.

The English team met South Australia at Adelaide in hot and perfect weather. There was a large attendance at the match.

Marylebone won the toss and their score was 331 for four wickets, Gun contributing 106, which included ten fours, and his perfect defence gave the bowlers no chance. Warner, unfinished, contributed 112, and his stay at the wicket was noteworthy for his fine cutting and driving.

THE ANNUAL GUILDHALL BANQUET.

SPEECH BY THE PRIME MINISTER.

LONDON, November 9th.

At the Guildhall banquet last night the new Lord Mayor, Sir Thomas Crosby, presided over the usual brilliant assemblage, the attendance including Cabinet Ministers, Ambassadors, Peers, members of the House of Commons, the Archbishop of Canterbury and several Bishops, Judges, representatives of the Army and Navy, and prominent representatives of Finance and Commerce.

The Rt. Hon. H. H. Asquith delivered an important speech devoted to imperial and foreign affairs. He opened with a generous tribute to Mr. Balfour, expressing unfeigned and profound regret at the announcement of his resignation and the irreparable loss his withdrawal involved to the daily life of Parliament. He hoped and believed that many chapters in Mr. Balfour's career were still to be written by the pen of history. It would be long before they would see again in the forefront of politics a personality so invaluable to his friends, so formidable to his foes, and so interesting and attractive to friends and foes alike, or such a unique combination of gifts and powers as had made Mr. Balfour by universal consent the most distinguished member of the greatest deliberative assembly in the world.

Turning to Imperial affairs, the Prime Minister referred to the illustrious worldwide concourse which celebrated the Coronation, and said the representatives of foreign countries then witnessed in Westminster Abbey as impressive a demonstration as the annals of the nation can afford of the unity of a great state and the continuity of its history of assimilating and incorporating forces which can hold together a world-wide empire by ties of loyalty and liberty.

"The day after to-morrow," Mr. Asquith continued, "Their Majesties will start on the first visit a British Sovereign has ever paid to his Indian Dominions, and I need not say, in your name and that of the whole Empire, they will carry with them the hopes and prayers of all their subjects."

By a happy coincidence the year of Coronation was marked by the first meeting of the Imperial Conference. For the first time representatives of the great Dominions were admitted to full confidence regarding the aims and methods of our foreign policy, and, having surveyed together the strategic aspects of the Empire, we were able to come to a complete agreement concerning the reciprocal parts we were to take in its naval and military defence. The proceedings of the Conference mark a significant advance in the policy of co-operation without centralisation, which is growingly recognised to be the best safeguard of our Imperial unity and strength.

At Home during the year there had been a succession of troubles between Labour and Capital, which, in some cases, had led to a resort to the barbarous methods of industrial warfare. He said "barbarous" advisedly, for war was a wasteful and cruel

form of arbitrament in the economic not less than in the international sphere. He said nothing as to the rights and wrongs of the dispute, except that he believed that none were incapable of reasonable adjustment. The Government had not escaped criticism. He affirmed, however, that the attitude of the State should be an impartial attitude, but it could not, especially when the interests of others besides the combatants were involved, be an attitude of indifference. The Government had two clear duties to perform. They must exhaust all opportunities to provide the machinery of conciliation, and they must maintain order, prevent and punish violence, and secure the public against the stoppage of supplies and the suspension of indispensable services.

Looking abroad, there was much to arouse anxiety. China was in the throes of a revolution. It would be rash and improper to hazard an opinion as to the outcome, but he was glad to say that as far as foreigners and Britishers were concerned there seemed no reason to apprehend immediate danger. Ships had been sent to the principal scenes of disturbance, but merely as a protection for Britishers and other foreigners if unprotected. The Government had no disposition to interfere in any way in the internal affairs of China, but wished her a peaceful and progressive future.

Nearer Home, the peace of Europe has been unhappily disturbed by war between Italy and Turkey. "We declared and intend to pursue a policy of strict neutrality. Many strongly desired that we should make an effort at mediation. None were more anxious than the Government to do so, if a fit opportunity arose. (Loud cheers.) Other Powers shared this desire. We are in constant communication with them concerning it, and mediation is more likely to be fruitful jointly by the Powers than by the isolated action of one." (Cheers.) Mr. Asquith emphasised that it would be useless to submit proposals for mediation without having a basis acceptable to both combatants.

It was a satisfaction to turn to and welcome the happy conclusion, so honourable to the statesmanship of two great countries, of the negotiations regarding Morocco between France and Germany. The settlement was a relief to Europe, for it removed perhaps the greatest obstacle to the smooth working of European diplomacy. The Government's own gratification at the happy results was none the less profound and sincere, because it had been suspected in irresponsible quarters of looking coldly upon the negotiations and even of a disposition to hamper their success. He declared with great emphasis that nothing could be further from the truth. There was no secret about the aims and methods of British policy.

Whereas British interests were involved it was our business to safeguard them; where Treaty obligations came in it was our duty to fulfil them; where we had established friendships and understandings we sought to maintain them loyally and intact; but our friendships were neither exclusive nor jealous. We had no cause of quarrel with any nation, nor with such a history and Empire as our own had we any disposition to curtail or fetter the natural and legitimate aspirations of others. We rejoiced sincerely over every settlement which removed, upon honourable and durable terms, outstanding differences, which cleared the mists of misunderstanding from the international atmosphere, and which broadened the foundation of peace and goodwill in Europe and the world." (Loud cheers.)

MR. WINSTON CHURCHILL, First Lord of the Admiralty, in replying to the toast of the Navy, made a vigorous pronouncement on the necessity of a strong navy instantly ready for action which must be based on the strength of foreign navies. It would be hypocrisy, he said, to pretend that the rapid growth of the German navy was not a main factor in the new construction, and it would be foolish to deny that naval competition between the two empires was a difficulty which baffled earnest efforts towards friendly feeling.

Mr. Churchill concluded by saying that the maintenance of naval supremacy was Great Britain's whole foundation. He emphasised that the German Navy Bill calls a halt in 1912, in increasing construction. If adhered to, Europe would be sensibly relieved. If, however, these vast programmes continued, then the British Empire had best be able to bear the strain lest it fail at the call of duty.

MR. BALFOUR'S RESIGNATION.

LONDON, November 10th.
Lord Lansdowne and Mr. Austen Chamberlain yesterday had a conference lasting an hour.

THE TURF.

LIVERPOOL CUP RACE.

LONDON, November 10th.

The probable starters in the Liverpool Cup race are:

King William	F. E. Wootton
Tregida	Winter
Socour	Rickaby
Hair Trigger II.	Clark
Atmah	Fox
Helot	Tagg
Ancho	Piper
William	Hurley
Hamerton	Stokes
Knight of Honour	Ringshead
Rot's Pride	Longhurst
Desman	Fuller
Duke Michael	
Aviator	
Mustapha	Saxby
Juscour	

A Clergyman



Nervous Collapse, Brain Fag, Neuralgia

For getting things done, making things go, the invigorating stimulus of Phosferine cannot be equalled, says the Rev. A. H. Field. Fully aware that as a clergyman he is bound to make sure of the accuracy of his estimation of Phosferine, this gentleman states that, distinct from other cases, he has verified and tested the efficacy of the tonic himself. It was Phosferine, and Phosferine alone, he says, which raised him from the nervous collapse, remedied the brain-fag and neuralgia which held down his efforts and arrested his plans over a lengthy period. Since taking Phosferine he is entirely free from nervous distresses, and can put his whole heart and energies into his work, and indeed, such is his activity that he has roused many helpers to his cause. Experience has taught the Rev. A. H. Field that numbers of people do not realise their languor and half-hearted efforts are due to lack of nerve force, and he believes they will quicker appreciate the efficacy of Phosferine by learning of his own recovery.

Have No Existence Now.

Rev. A. H. Field, 335, Brompton Road, Walthamstow, writes: "It gives me much pleasure to testify to the beneficial effects of Phosferine in many cases of nervous disorder, where I have advised the use of your tonic. Some four years ago I myself had a nervous breakdown, and a friend advised Phosferine. I took his advice, and speedily found that I had acted wisely, for the neuralgic pains and the mental weariness soon took flight, and I was thoroughly braced up. Recently some members of my church, at my suggestion, tried the remedy, and were quite satisfied with the beneficial results. I have advised its use now for nearly four years, and in no case has it yet proved a failure. When one thinks of the great number of so-called nerve remedies, it is satisfactory to find at least one upon which reliance can be placed. I wish your Phosferine every success. When preaching away, I have noticed Phosferine finds a place in the village homes."

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Maternity Weakness
Premature Decay
Mental Exhaustion
Lassitude
Neuritis
Faintness
Brain-Fag
Backache
Rheumatism
Headache
Hysteria

and all disorders consequent upon a reduced state of the nervous system.



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H.M. the King of Spain
H.M. the King of Greece
H.M. the Queen of Roumania
H.M. the Queen of Spain
H.M. the Dowager Empress of Russia
H.M. the Grand Duchess Olga of Russia
H.M. the Grand Duchess of Hesse
The Imperial Family of China

And the Principal Royalty and Aristocracy throughout the world.

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Cash in hand, at call, and at short notice	19,603,260
Bills of Exchange	8,758,708
Investments	11,709,417
Advances and other Securities	43,741,680

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[1130]

SCIENTIFIC MISCELLANY.

SIGNAL SERVICE FOR AERONAUTS.

The German proposal to establish a balloon signal service has been given importance by recent fatalities, apparently caused by balloon pilots losing their way. By the plan of Luft-suitable localities would be provided with small wireless stations, each sending out its special automatic signal at regular intervals throughout the 24 hours, and such stations could be cheaply kept up in connection with municipal electric lighting plants, no regular attendants being needed. Each station would require an antenna wire, to be supported on the chimney or a tall mast. The small amount of power would be used only for a few seconds in every hour or two and the signalling apparatus would be simple, including a rotary interrupter driven by clock-work or electric motor. The balloon would carry only a light telephonic wireless receiver, with a hanging rope covered with copper lace as antenna. To get his bearings, the aeronaut would throw over his antenna and listen at the telephone for the automatic signals, judging of distance by loudness, or, for more accurate estimates, he could add a rheostat to his equipment.

A NEAR ECLIPSE.

Whether France and Spain will have a total eclipse of the sun on April 17, 1912, is a matter of some doubt. The eclipse will be annular according to some astronomers, but the point of the shadow cone will pass almost exactly at the earth's surface, although one computation is that one point in Spain will be immersed in the shadow six seconds. The disagreement arises from a little uncertainty as to the moon's diameter. M. Landerer concludes that at El Barco the eclipse should be total in a path 180 yards wide, the totality lasting a fifth of a second.

A FRENCH OZONIZER.

A newly-patented ozone generator, to be placed in an electric circuit, consists of a large glass tube enclosing a smaller one with an annular space between, one electrode fitting closely the inner tube, and the other being a wire wound spirally so as to cover the outer tube.

A NEW HAIL PREVENTIVE.

In their efforts to aid the vineyards, French meteorologists have lately brought out apparatus for accurately forecasting and registering thunderstorms, and for preventing the damaging hail that often accompanies such storms. A "swing-needle coherer," as used in wireless telegraphy, is the extremely sensitive detector of distant electric discharges. To this is added a milliammeter to indicate the electric intensity, and with this combination M. Turpin can detect a storm 30 miles off, and can trace its track as much as 4 or 5 hours before it arrives. A chronograph gives an automatic record on paper of the frequency and variations of the discharges. The hail-preventer is simply an iron rod mounted like a lightning-conductor on a tall building, and it is expected that electric currents sent through a number of these at the right time will prevent the fall of hail. Whether this method is of real value, or as ineffective as the old plan of throwing explosive bombs into the clouds, remains to be proven. The knowledge of the approaching storm is of value at any rate, and makes it easy to test the usefulness of the preventers.

BELL RINGING EFFECTS.

Those who have feared the destruction of the Leaning Tower of Pisa from the ringing of its bells have been reassured by the investigation of Father Alfani, leading Italian authority on earthquake effects. The five bells were rung singly and in pairs on each story, and a pencil resting on a continuously rotating drum gave an automatic record of the tower's movements magnified tenfold. The two largest bells—weighing 5060 and 7563 pounds, respectively—swung the entire stone structure like a great inverted

pendulum, the effect being greatest when both bells moved together in the same direction. The tower was not only bent, but the lowest storey was bulged out, but as the variations reached only about three hundredths of an inch, the building's stability was not endangered.

THE MILKY WAY'S DARK RINGS.

Photographs of the dark patches in the Milky Way have gradually impressed Rev. T. E. Espin the British astronomer, with the idea that they are dark rings of absorbing matter. Being seen at many angles, the rings appear as ellipses, and intervening stars and nebulous matter, further disguise their real shape. Bright stars appear in some rings.

WHAT MAKES METALS WEAK?

The problem of corrosion is shown by Percy Longmuir not to rest in the amount of metal eaten away, but in the influence on the metal remaining apparently unaffected. It was proven by Arnold in 1898 that non-ferrous alloys—like brazing solders and Munz metal—may deteriorate through chemical change in the zinc. In a paper on the decay of metals, Milton and Larke, in 1903, gave many instances of deterioration of non-ferrous alloys and also of cast iron, and in these cases external influence seemed to have caused chemical change. In steel evidence of such change is not easily found. The physical changes are evident in the weakened condition, but it is not easy to trace to corrosive action the brittleness that has been induced. The brittleness caused by immersion in fairly strong acids is well known. In such industries as wire-drawing, cleaning in acid is followed by heating, and the brittle effects are thus removed.

AN IMPROVED MANTLE.

Ramie fibre for incandescent lamp mantles has proven superior to cotton, because the individual fibres are much less closely entangled, producing a much larger glowing surface. In late experiments with artificial silk the separation was even greater. After much investigation a Berlin company has prepared a new mantle, using artificial silk, and this is claimed not only to yield a more brilliant light, but to be more elastic, supple and durable. It is expected to be specially adapted to street lighting and all purposes where high pressure gas is employed.

SULPHUR FOR THE SOIL.

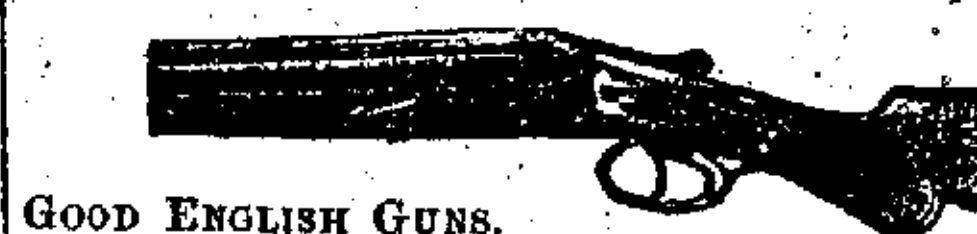
It has been just discovered that our soils are calling for sulphur as well as nitrogen and phosphorus. The experiments of Prof. E. E. Hart and Mr. W. H. Peterson of the University of Wisconsin, have shown that common farm products remove more sulphur trioxide than has been supposed, and long cropping is greatly reducing the soil's sulphur. The surface 8 inches of netrom soil has only sulphur trioxide for about 100 crops of barley. This is being removed by drainage as well as by crops, and the use of sulphur fertilizers will be necessary to maintain fertility.

Analysis PROVES that PLASMON COCOA

yields a Delicious Beverage of much greater nutritive value than ordinary cocoa.—British Medical Jnl.

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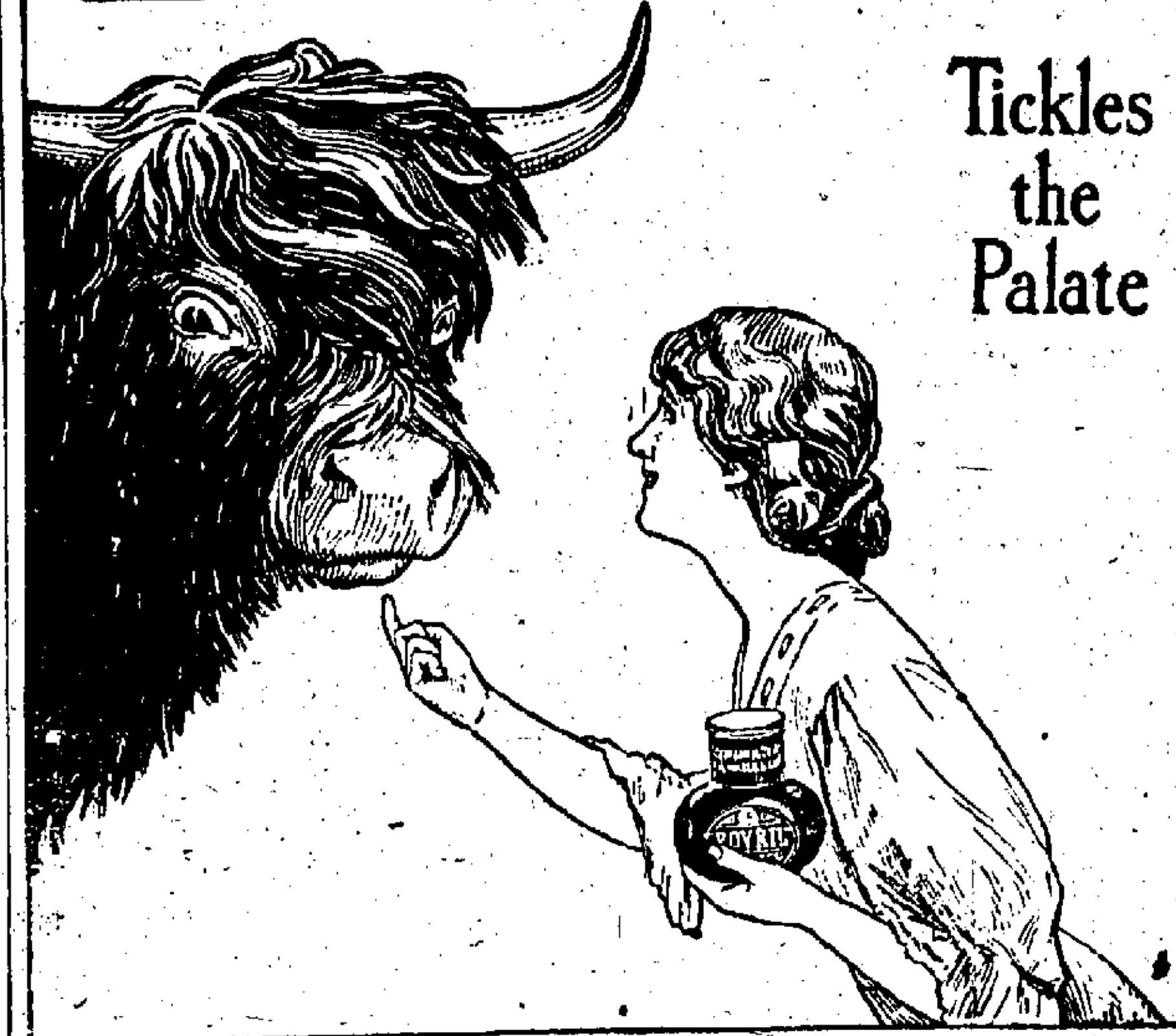
are ridden by millions; one can get the fullest enjoyment by riding a Hazlewood. British built, with superb fittings, best quality tyres (made by the Dunlop Co.), has free wheel, two brakes, Middlemore saddle, dust-proof and oil-retaining hubs. Ask to see these celebrated cycles at all first-class stores and agencies. They all stock them.

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Rheumatism, Spinal Stiffness, Backache, Headache, Neuralgia, Toothache, Earache, Eyeache, Mouthache, Throatache, Noseache, Earache, Eyeache, Mouthache, Throatache, Noseache.

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THE MITSUBISHI DOCKYARD.

ANNUAL SHIPBUILDING RETURNS.

The following is a statement of the vessels completed at the Mitsubishi Dockyard and Engine Works, Nagasaki, during the past year:

Canada-maru—Steel steamer, 6,053 tons, 5,073 horse-power, for the Osaka Shosen Kaisha.

Shingo-maru—Steel steamer, 13,371 tons, 21,355 horse-power, for the Toyo Kisen Kaisha.

Yamabiko—Ocean-going destroyer, for the Imperial Japanese Navy.

Afritate-maru, steel steam trawler, 225 tons, 455 horse-power.

Pearl-maru, steel steam trawler, 215 tons, 448 horse-power.

Three steel boats, each 23 tons, for the Imperial Japanese Navy.

Three steel motor-launches, each 37 horse-power, for the Russian Volunteer Fleet.

One motor-launch, wood, without engines, for Malabar.

Takutani-maru, steel trawler, 230 tons, 450 horse-power.

Wooden steamer for the Land Government, WORK ON HAND.

Yohagi, second-class cruiser, for the Imperial Japanese Navy.

Gunboat, for the Imperial Chinese Navy.

Steel steamer, 6,200 tons, 5,500 horse-power, for the Nippon Yusen Kaisha.

Steel steam trawler, 215 tons, 450 horse-power, for Nagasaki owners.

Battleship-cruiser for the Imperial Japanese Navy. (Damage unofficially reported as 27,000.)

Steel steam trawler, 230 tons, 450 horse-power, for Nagasaki owners.

Steel steamer, 9,201 tons, 6,600 horse-power, for the Toyo Kisen Kaisha.

Steel steamer, 10,900 tons, 10,000 horse-power, for the Nippon Yusen Kaisha.

The above statement, which is authoritative, says the *Nagasaki Press*, has several interesting features and is a record of work accomplished and confidence won which many shipbuilders in Europe and America will envy. Steam trawling is in its infancy in Japan and has a great future before it; three large trawlers have already been built this year at the Dockyard and two more are in hand, and we see no reason why the construction of this class of vessel should not be a regular feature of the work of the Mitsubishi Company for many years to come. The order for a battleship-cruiser has already been commented on as a proof of the efficiency and up-to-date nature of the Dockyard. Report that the Nippon Yusen Kaisha has decided to obtain a larger class of ship for its European service have been announced during the past year; the vessel referred to in the statement is 2,500 tons larger than the biggest ship now owned by the Kaisha, and may be the first of a fleet of steamers to be placed on the run to Europe.

CONSTIPATION.

The Cause of much Suffering.

When the Bowels are clogged the waste-matter decays and ferments and enters the blood, and is carried to all parts of the body, producing Headaches, Bilioussness, Sleeplessness, Heartburn, Loss of Appetite, Indigestion, Neuralgia, Rheumatism and various other ailments, disturbing the Heart and Nervous System, and if continued is liable to cause inflammation of the Bowels, Liver and Kidneys. Nature often requires a little assistance, and if this assistance is given at the first indication much distress and suffering may be averted. Mothers, especially, should guard the health of their children, and inculcate regular habits from infancy. As a family remedy for Constiveness, Dr. MORSE'S INDIAN ROOT PILLS have a wide reputation. They are mild in their action, causing neither weakness nor sickness and do not gripe, and may be used by old and young, weak and strong.

They are a perfect blood purifier and a positive and permanent Cure for Bilioussness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

DR. MORSE'S INDIAN ROOT PILLS

FOR THE LIVER

DR. MORSE'S INDIAN ROOT PILLS are an efficient, reliable, and safe remedy, placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-colored bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, unimpaired by moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

For Sale by Watkins, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 cents per bottle, or will be forwarded on receipt of price by The W. H. COMSTOCK CO., Ltd. (Sole Proprietors) 21 Farringdon Avenue, London, England.

They do not Weaken. They do not Sicken. They do not Gripe.

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Makers: F. C. Calvert & Co., Manchester, England.

THE PRESIDENCY OF THE UNITED STATES.

SENATOR LA FOLLETTE'S CANDIDATURE.

Two hundred insurgent Republicans met at Chicago on the 16th and declared Senator La Follette to be the logical Republican candidate for the Presidency next year. Only two Senators attended the meeting, one of whom, Senator Clapp, of Minnesota, presided; Mr. Garfield, the former Secretary of the Interior, a devoted follower of Mr. Roosevelt, with whom he has recently been in conference, was also present. A series of resolutions was passed defining Progressivism as a movement to wrest the control of the Government from the "interests" and vesting legislation in the specific guidance of the corporations, urging the choice of the Presidential candidates by direct popular vote, and praising the work and principles of Mr. La Follette. It was also resolved to establish an elaborate organization throughout the country to be financed by popular subscription. There is a report that the publication of a newspaper in Chicago is contemplated by the Progressives.

Although disappointing by reason of the absence of many of the Progressive leaders, the Washington Correspondent of *The Times*, the conference was decidedly significant of the earnestness of Progressive intentions. Many Republicans who sympathize with them are still afraid to come out into the open, but if the movement is conducted vigorously, as promised, it is sure to awaken the courage of the timid and the enthusiasm of the indifferent.

YARROW'S SHALLOW-DRAUGHT STEAMERS.



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Sir William Graham Greene, K.C.B., who succeeded Sir Inigo Thomas in the position of Secretary of the Admiralty, is 54 years of age and has completed 32 years of public service. For nearly 15 years from 1887 onwards he served as Private Secretary to successive First Lords of the Admiralty, Lord George Hamilton, the late Lord Spencer, the late Lord Selkirk, and Lord Selkirk. In 1902 he was promoted to the rank of Principal Clerk, and was placed in charge of the Naval Branch of the Secretary's Department. Four and a half years later he succeeded Sir Inigo Thomas as Assistant Secretary and as head of the Secret and Political Branch. Two years ago his appointment as Assistant Secretary was made a substantive post and combined with that of a member and secretary of the newly created Navy War Council, and he was at the same time relieved of his Branch duties. He was gazetted C.B. in 1899, and K.C.B. on the occasion of King George's Coronation.

As head of the Naval Branch, Sir Graham Greene was intimately associated with the Submarine Board in the conditions of the entry and training of the officers and men of the Navy. He has taken an active share in the consideration and settlement of the many intricate questions of naval policy discussed at The Hague Conference and at the last two Imperial Conferences, and more recently he has rendered valuable assistance in connection with the preliminary arrangements for the organization of the Dominion Navies. Sir Graham Greene's wide experience of Admiralty administration, his trained judgment and unflinching energy make him eminently fitted to carry on the traditions of the great office to which he has been appointed, and his selection for the post will be cordially welcomed not only by the Navy and by all who are associated with him at the Admiralty, but by the many people outside the Service to whom the welfare of the Navy is of far more importance and interest.

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and those suffering from diseases of the stomach and intestines.

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which is a safe and absolutely harmless digestive tonic, relieving pain, aiding digestion, stimulating appetite, and toning the entire system.

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Dr. S. de Castro, the results, in Europe, of this remedy where prescribed, state that, in cases of chronic gastritis, gastralgia, and dyspepsia, Stomalix, hyperchloridia, dilatation of the stomach, and in gastro-intestinal diseases in children, etc., by using no other medicine than Stomalix, they have been gratified at the curative results obtained in thirty years, standing witness to the remedy.

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Wide as the world, and 90 years long, is the stride which

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has made in popular esteem. Born 1820, Johnnie Walker was never going stronger than now.

Whatever your taste, Johnnie Walker meets it, for Johnnie Walker is supplied in three different ages:—

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"JOHNNIE WALKER" Red Label.
Over 30 years old.
"JOHNNIE WALKER" Black Label.
Over 20 years old.

These ages are guaranteed, and are absolutely safeguarded by the largest ageing reserve of pure, malt Scotch whisky in the trade.

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PERRIN COOPER & CO. Tientsin.
THE HANKOW DISPENSARY CO. Ltd., Hankow.
SIEMSEN & CO. Canton and Hong Kong.

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Scotch Whisky Distillers,
DUNDEE, SCOTLAND.



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"ALL OUT OF SORTS"

IS THAT YOUR CONDITION?

INDIGESTION
PAINS AFTER
EATING
BILIOUSNESS
WIND
HEADACHES
CONSTIPATION
SLEEPLESSNESS

Perhaps you don't feel right, and yet you are not "up to the mark"! You have occasional headaches, perhaps—a little dizziness, some pain after eating, or wind in the stomach! You are "all out of sorts." It isn't right that you should be like that, and it isn't necessary!

Your stomach is at fault. Take a few doses of Mother Seigel's Syrup, after meals, and you will soon be as well as you wish. The herbal extracts of which Mother Seigel's Syrup is made will tone up and strengthen your stomach, and thus banish your ailments, increase your vitality, and make you fit and well. Buy and try a bottle of the Syrup for yourself to-day!

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SEIGEL'S SYRUP
WILL CURE YOU

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REVIEWS.

Across China on Foot: Life in the Interior and the Reform Movement. By ENWIN J. DINGLE. With 107 Illustrations. Bristol: J. W. Arrowsmith, Ltd.; London: Simpkin, Marshall, Hamilton, Kent & Co., Ltd.

This is one of the most entertaining books of travel in China that has been published in recent years. It is certainly the most profusely illustrated, and in every respect a credit to Mr. Dingle, apart altogether from considerations of the journey he undertook and the hardships he endured. Most of these illustrations are from photographs taken by himself in regions not previously visited by a white man, and they give a better idea than any words can convey of the beauty of the country in Western China. Not that Mr. Dingle is not graphic in his descriptions. On the contrary, he has a keen sense of colour and a good eye for a beautiful landscape, and the result is that he paints many a fine picture in picturesque and glowing phrase, written for the most part on the scene he is describing while the full power of its beauty animates his being. What it must have cost him to sit down and write either at the end of a day's toilsome journey amidst the distractions of an inquisitive crowd in a Chinese inn, or during a brief pause of an exhausting ascent of a mountain side, only those who have travelled far from the haunts of civilised man can tell.

Mr. Dingle, who was engaged in business in a Singapore newspaper office in 1908, set out with a companion for Shanghai in the early part of 1909, with the intention of walking across China. Of Suifu, Hongkong and Shanghai he does not say much. The trip up the Yangtze to Hankow and Ichang was made, as usual by the river steamers, and so there is no description of well known tracts to weary the reader. It is from Ichang, with the trip through the Yangtze Gorges, that the real interest of the book begins, and we may say, at the outset that from this point onwards till the traveller reaches Bhamo there is not a dull page in the book. We must confess without in the least seeking to detract from the worth of Mr. Dingle's judgment on matters of which he could have but a scanty personal knowledge, that we were a trifle disappointed at his tendency to break the continuity of his narrative in order to moralise on things Chinese or to air his own philosophy on civilisation and cognate subjects. Peter thought that he should finish his story first and then give his reflections at the end of the chapter, or in a whole chapter afterwards. For sometimes it was difficult, at any rate in the first book—which deals with his journey as far as Tong-chuan-fu—to take up the thread of the narrative and follow the author's wanderings on foot. But as we progressed through the second book we began to recognise it as the expression of the author's individuality, his style of literary composition in fact, and we were pleased instead of disappointed that he had adopted this style. With a little more attention to his rhetoric Mr. Dingle might well become one of the most graphic writers on travel in the English language. His exuberance of phrase, however, sometimes leads him into a tangle. Hence there is sometimes obscurity of idea. He has a failing for the misuse of words—such as notorious in place of noteworthy, to take one example, and in some instances he uses words that are altogether new to us, not justifiably new coinage, but obviously mistakes. He would do well to peruse Sen Hedin's last work as an example of clarity of style combined with graphic force and interesting narrative and purity of diction.

It is hard to say which we admire most—Mr. Dingle's industry in producing such a fascinating volume under so adverse circumstances, or his pluck in continuing his journey through Western China after having his arm broken and lying for weeks at death's door from successive attacks of debilitating malarial fever and dysentery.

He entered China on March 4, 1909, and he came out at Burma on February 14, 1910. From Chungking, where his companion left him, he travelled on foot to Suifu, via Tachow, from Suifu to Chao-tung-fu (old Lao-wa-tan), and from Chao-tung-fu to Tong-chuan-fu, where he was nursed back to health by Mr. and Mrs. A. Evans, missionaries, to whom the volume is dedicated in grateful remembrance by Mr. Dingle. In this portion of the book, he gives a description of the Chao-tung Rebellion of 1910 and devotes an interesting chapter to the tribes of North-West Yunnan and mission work among them. It is in this portion of the book that we think Mr. Dingle hazards to express ethnological and other opinions not altogether justified by his brief acquaintance with China and her peoples. The second portion of the book, and in our opinion the more interesting portion, shows a maturity of style and improvement that may be attributed to the time Mr. Dingle spent in reflection during his period of convalescence and intercourse with the missionaries. From Tong-chuan-fu he visited Yunnan-fu, Tali-fu, the Mekong Valley, Teng Yueh, and the Salween Valley. His descriptions of scenery are delightfully graphic he is not without humour in his comments on men and things and in chronicling incidents on the way, and some of his remarks on racial characteristics of the peoples in the regions traversed show that he might well take up a closer study of the Western races and produce a valuable work about them.

There are no less than a dozen appendices one a very complete itinerary of his travel in tabular form; one on the Tonkin-Yunnan Railway and other schemes, one on the

Hankow Riots of January, 1911, and another on military progress in China. Altogether, as we have already said, the book is one of the most interesting we have seen published for some years, and it should have a ready sale in the Treaty Ports. Mr. Dingle has something to say about Hongkong and the opening up of trade with Western China, a subject we hope to deal with in a subsequent issue.

Love Letters of a Japanese. Edited by G. N. MORTLAKE. London: Stanley Paul & Co.

The fact that a second edition of this revelation of human emotion has been called for is in itself additional testimony to the old saying that all the world loves a lover. It seems to us that too much has been made of the fact that one of the writers of these letters was a Japanese. Doubtless his sense of the correspondence serves to make us realise the Japanese attitude towards certain questions, but, on the whole, that does not weigh very seriously with us. The great essential fact is that these are real love letters in which both the writers have laid bare their souls to each other with scarcely an atom of restraint. They are physiological documents in which one may read, study, watch the development of love, pure, doubtless, but not without a sense of sex as the editor and writer of an introduction would almost have us believe. Pure though they may have remained indeed, neither Mertyl, nor Kenriko Watanabe, were strangers to the promptings of sex. Passion not only prompts but speaks through these pages, just as it has tempered and sweetened the love-letters of man and woman since they learnt the art of writing and of putting their feelings to the test of the written word. But it is not often that two lovers are so equally equipped as to be able to express themselves so poetically, with such delicacy, and with such imagery as these two. We find ourselves in perfect agreement with M. C. Stopes when she writes in the introduction: "It is seldom that a lover is able to express in any degree the feelings that are surging in him; still more seldom that a pair of lovers are both articulate; and most rare of all that two lovers, from the remotest ends of the earth, trained in traditions wide as the poles asunder, should not only love comprehensively rather than sexually, but be able to weave between them the tapestry of words in which the thoughts and feelings materialised still palpable with life." Of the two, we think Mertyl had the finer nature, the purest most absorbing passion. At times we feel that Watanabe is a trifle artificial, that he is "playing up" to her. This we may believe without attempting to detract from the poetic promptings of his nature or the honesty of his original intentions to make Mertyl his wife. Towards the end, there is a sign of justifiable impatience, almost of temper, in her letters, while his replies, unsatisfying and unsatisfactory, are not at all surprising to anyone who has even a superficial acquaintance of the Japanese. Her trust was profound, complete. Like most lovers, she had created and gilded an ideal. The disillusionment must have been a cruel disappointment to one who loved and idealised with so complete an intensity. One feels that death was a merciful relief, however much one may regret the termination of a young life so full of promise. We are not disposed to regard these letters as a warning to young Englishwomen to avoid love entanglements or matrimonial engagements with Japanese men. There may have been some exceptional traits in Watanabe's nature, character, or position—call it what we may—which are not found in men of the Occident, but just as love laughs at locksmiths so it laughs at racial barriers or national distinctions, and we believe it is possible for the East and the West, provided the individuals are of corresponding social standing and mental and intellectual culture (which they are tending to become), to love and wed and live happily as it is for East and East or West and West. We must not be misunderstood as advocating or supporting what are termed as "mixed marriages." What we intend to imply is that when true love comes, nationality is a matter of no consequence. The fault in Watanabe's love was that it was not so intense as Mertyl's. The physical feeling that enabled him to respond to her letters was tempered by his intellectuality. It is a pity that the letters do not reveal more clearly what made him act as he did, bringing about the breaking of the engagement between the two.

The Ascent of the Bostocks. By HAROLD STORREY. London: Stanley Paul & Co.

Sound, clean and well-written are all terms that might be applied to Mr. Storrey's novel. But it has other merits. There are some well-drawn characters, the love episodes are palatable if not very thrilling, and there is a strain of middle-class philosophy running through the story which will make its appeal to everyday people. And we are all every day people, though not always ready to admit the application. Mrs. Bostock, the type of garrulous, managing busybody, is quite familiar to all of us. She has risen in her own little world, and anxious that her children should do better, like many another middle-class mother with social aspirations. The heroine of the story is Carry Bostock, a Newham girl, who is courted by three men of different characteristics, is engaged to one of them and marries another. The little tangle into which she gets is just the sort of tangle any girl might get into, if she does not sit down and analyse the promptings of her heart before accepting the first offer of marriage that is made to her. How many tragedies might be avoided if young couples refrained from rushing into matrimony until they had more experience of life and especially of men and their manners. Carry, fortunately for herself, has a foil, a widow, the evil spirit, and it is due to her that the first engagement is broken off and that the true lovers eventually wed.

For Delicate Children.

Dear Sirs—My little boy has been a constant worry to us through loss of appetite. We could not get him to eat any kind of food; and he became as thin as a rail. We tried many different remedies without benefit, and began to fear he would develop consumption. A friend advised Angier's Emulsion and it has had a marvellous effect upon my little boy's health. To-day he can eat like a farmer, and is well and strong and in perfect health. I have no hesitation in saying that Angier's Emulsion is a splendid remedy for delicate children.

(Signed) T. WATSON.

ANGIER'S EMULSION

(PETROLEUM WITH HYPOPHOSPHITES.)

PLEASANT TO TAKE, CHILDREN ALL LIKE IT.

The combined soothing and strengthening properties of Angier's Emulsion, together with its agreeable cream-like taste, make it the ideal remedy for children's ailments. It makes the little ones eat better, digest better, sleep better, and rapidly gain in weight, strength and colour. Doctors prescribe it not only for coughs and all lung weakness, but for scrofula, rickets, malnutrition and for all wasting and bowel disorders; also for building up after measles, fevers, etc. Children all like the Emulsion and take it with real pleasure.



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ROWLAND'S ODONTO

Thoroughly cleanses the Teeth from all Impurities, Whitens and Preserves them, Eradicates the formation of Tartar, Prevents and Arrests Decay, and gives a Pleasing Fragrance to the Breath.

Contains Nothing Gritty or Acid. 2/6 per box. Sold by Stores, Chemists, and ROWLANDS, 62, Hatton Garden, London.

SEVEN HAIR FACTS

- ONE
Dandruff is a contagious disease caused by a microbe.
- TWO
Dandruff is a forerunner of itching scalp, falling hair, and baldness.
- THREE
Chronic baldness is incurable.
- FOUR
The cause of dandruff cannot be washed out of the scalp with soap and water.
- FIVE
The only way to cure dandruff and falling hair is to kill the germ that causes it.
- SIX
Each day that dandruff is neglected adds to the permanent injury of the scalp, for dandruff does not cease voluntarily while the hair lasts.
- SEVEN
The only safe and satisfactory remedy that will kill the dandruff germ and keep it out of the scalp is NEWBRO'S HERPICIDE.

Kill the dandruff germ with Newbro's Herpicide and the hair is bound to grow as nature intended. Almost marvellous results sometimes follow the continued use of Herpicide.

AT DRUG STORES—Send 10 Cents in Stamps to THE HERPICIDE CO., Dept. N., Detroit, Mich., for a Sample.

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This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1837.

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"Dab Sub" (double substance) Brand—Hand-woven Canvas, Oak Bark Tanned to prevent rot. Specially suitable for Climate of China. Made at Greenwich Works.

The Best Hose is the Cheapest.

MERRYWEATHERS caution all Buyers against imitations. See that the name as well as the brand is on every length.

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Early Cure
THE WORST COUGH
One gives relief. An increasing sale of over 50 years is a certain test of their marvellous value.

Sold in bottles everywhere.

SELF CURE NO FICTIO! U
THE NEW PREPARED REMEDY
THERAPION No. 1
In a remarkably short time, often a few days, cures chronic (either hereditary or acquired) rheumatism, sciatica, neuralgia, etc., when medical treatment fails.

THERAPION No. 2
Cures blood poison, bad legs, ulcers, sores, psoriasis, swollen joints, etc., when medical treatment fails.

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Cures chronic weakness, loss of vigor and vitality. Either Number Therapion 2 or 3 will cure all ailments mentioned, if taken as directed, and without cost to the patient. The Le Cercle Medicinal, 10, Avenue de la Gare, Paris, France, is the only source of supply. Trade Marked word "THERAPION" is on British Govt. Stamp, affixed to every genuine packet.

*** THERAPION * CURES TO STAY CURED.**

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SHIPPING

ARRIVALS

ARCADIA, British str., 3,513, S. Barham, 10th Nov.—Shanghai 7th Nov., Mails and General—P. O. S. N. Co.
 NORRHO, German str., 1,344, F. Sombill, 10th Nov.—Sundakan 4th Nov., General Timber—Melchers & Co.
 CHONGHONG, German str., 1,024, T. Kraus, 10th Nov.—Bangkok 4th Nov., General and Rice—Butterfield & Swire.
 OCEAN RICKMERS, German str., 2,657, Geo. Steineke, 10th Nov.—Vladivostok 2nd Nov., Beans—Mitsui Co.
 HAIMUN, British str., 647, A. H. Stewart, 10th Nov.—Swatow 9th Nov., General—Douglas, Lippmick & Co.
 INDRAVADI, British str., 3,916, Wm. Charters, 10th Nov.—New York and Singapore 3rd Nov., General—Shewan, Tomes & Co.
 KAIKONG, British str., 987, J. V. Sidford, 10th Nov.—Hole, Cebu and Manila 7th Nov., General—Butterfield & Swire.
 MARIE, German str., 1,169, Schlichter, 10th Nov.—Sagun 5th Nov., General—Jensen & Co.
 SOSU, Jap. str., 1,119, K. Suga, 10th Nov.—Amoy, Amoy via Swatow 4th Nov., General—Osaka Shosen Kaisha.
 TILWONG, Dutch str., 2,600, J. B. v. Damme 10th Nov.—Kobe 2nd Nov., General—Yata-China-Japan Line.
 THURGOODMAN MARU, Japanese str., 2,557, S. Watanabe, 9th Nov.—Mitsui 4th Nov., Coal—Mitsui Bussan Kaisha.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.
 10th November.
 Arcadia, British str., for Europe, &c.
 Capri, Italian str., for Singapore.
 Indraavadi, British str., for Shanghai.
 St. Albans, British str., for Australia.
 Tiliwong, Dutch str., for Swatow.
 Triumph, German str., for Hongkong.
 Yata-China, British str., for Manila.

DEPARTURES

10th November.
 Delta, British str., for Shanghai.
 Haimun, British str., for Swatow.
 Jinsen Maru, Japanese str., for Shanghai.
 Namsang, British str., for Shanghai.
 Samson, German str., for Hongkong.
 Shikoku, American str., for San Francisco.
 Sunkiang, British str., for Hongkong.
 Yata-China, American str., for Manila.

VESSELS EXPECTED

THE AMERICAN MAIL.
 The P. M. S.S. Co. str. *Manchuria* from San Francisco was dispatched from Yokohama on the 4th inst. en route to Hongkong, and is due to arrive at Hongkong on the 17th inst.
 The T.K.K. str. *Cheyo Maru* sailed from Honolulu on the 31st ult. for Hongkong, and is due to arrive at this port on or about the 21st inst.
 The P. M. S.S. Co. str. *Manchuria* sailed from San Francisco on the 7th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 8th prox.

THE AUSTRALIAN MAIL.
 The I.G.M. str. *Colleen* left Y. on the 5th inst. at 9 a.m., and may be expected here on or about the 13th inst. a.m.
 The E. & A. str. *Eastern* left Sydney on the 1st inst. for this port (via Queensland Ports, Timor and Manila).
 The N.Y.K. str. *Nikko Maru* (Australian Line) left Sydney for this port via ports on the 1st inst., and is expected here on the 20th inst.

THE CANADIAN MAIL.
 The C.P.R. Co. str. *Empress of Japan* arrived at Kobe at 3.30 p.m. on the 9th inst., and left again at midnight same day for Shanghai, where she is due to arrive at 4 a.m. on the 13th inst.
 THE INDIAN MAIL.
 The Indo-China str. *Lianow* left Calcutta for the Straits and Hongkong on the 27th ult., and is due here on or about the 13th inst.

MERCHANT STEAMERS.
 The H.A. Line str. *Sachsen* left Shanghai on the 8th inst. a.m., and may be expected here to day a.m.
 The Bank Line str. *Orion* from Vancouver arrived at Yokohama on the 1st inst., en route for Hongkong, and is due here on the 14th inst.
 The I.G.M. str. *Roon* left Colombo on the 5th inst. a.m., and may be expected here on or about the 16th inst. a.m.

The American & Manchurian Line steamer *Kanagawa* left Salang on the 7th inst. at mid-night, and is due here on or about the 16th inst. a.m.
 The O.S.K. str. *Seattle Maru* from Tacoma arrived at Yokohama on the 31st inst., and will leave again for this port via Manila on the 3rd inst., and is due here on or about the 22nd inst.

The T.K.K. str. *Hongkong Maru* sailed from Honolulu on the 25th ult. for Hongkong, and is expected to arrive at this port on or about the 27th inst.
 The Olof Wijk & Co. str. *Ceylon* left Port Said on the 6th inst., and is expected to arrive here on or about the 2nd prox.

The str. *Glenary* passed the Suez Canal on the 7th inst., and is due here on or about the 7th prox.

VESSELS ON THE BERTH

HONGKONG—BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

For BOSTON and NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)
 "INDRAMAYO," ... About 30th Nov.
 For freight and further information apply to—

SHEWAN, TOMES & Co.
 Agents.
 Hongkong, 7th November, 1911. [1330]

THE AMERICAN AND ORIENTAL LINE.

For BOSTON and NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship
 Capt. Prince will be despatched for the above Ports on SATURDAY, the 9th December.
 For Freight and Passage, apply to
 ARNOLD, KARBURG & Co.,
 General Agents.
 Hongkong, 10th November, 1911. [1340]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 11th inst.
LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP	SAOHSEN	Ger. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	To-morrow.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Kotata	HAMBURG-AMERICA LINE	On 16th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Sandstedt	HAMBURG-AMERICA LINE	On 6th Dec.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 23rd inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Wm. Thompson	HAMBURG-AMERICA LINE	On 7th Dec.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 22nd inst., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 6th Dec., at 11 a.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 14th inst., at 11 a.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	T. Yamawaki	OSAKA SHOSHEN KAISHA	On 29th inst., at 11 a.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	T. Yamawaki	OSAKA SHOSHEN KAISHA	On 5th Dec., at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	T. Yamawaki	OSAKA SHOSHEN KAISHA	On 15th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 27th inst., at 2 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 23rd inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	About 16th inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	About 30th inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 9th Dec.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 21st inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 2nd Dec., at 7 a.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 30th Dec., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 17th inst., at 1 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 25th inst., at 1 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 1st Dec., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	To-day, at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 24th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 2nd Dec., at 10 a.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 13th Dec., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	About 14th inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 23rd inst., at 11 a.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 22nd inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	Quick despatch
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 14th inst., at 4 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 14th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	To-day, at Midnight
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 14th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 16th inst., at 4 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	About 16th inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 17th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 18th inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	About 21st inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 28th inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	About 2nd Dec.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	Quick despatch.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	To-morrow, at 10 a.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 15th inst., at 10 a.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 18th inst., at 2 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	To-morrow, at 10 a.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 19th inst., at 11 a.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	To-day, at 2 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 14th inst., at 4 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 18th inst., at 2 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 20th inst., at 4 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 21st inst., at 4 p.m.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	Quick despatch.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 14th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 18th inst.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	Beginning of Nov.
HAVER & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Silmer	HAMBURG-AMERICA LINE	On 22nd inst., at 9 a.m.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP DISPLACEMENT

"GOEBEN" 17,000 tons ON FEBRUARY 6TH.

Capt. A. AHLBOEN.

"DERFFLINGER" 17,300 " ON FEBRUARY 21ST.

Capt. F. PROSCH.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 5TH.

Capt. E. MALCHOW.

"YOROK" 17,000 " ON MARCH 20TH.

Capt. J. RANDELMANN.

"PRINZESS ALICE" 20,300 " ON APRIL 2ND.

Capt. P. GROSCH.

"LUETZOW" 17,300 " ON APRIL 17TH.

Capt. J. BORTFELD.

"KLEIST" 17,000 " ON APRIL 30TH.

Capt. L. MAASS.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELOCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911. [1087]

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG.

"YOROK," Capt. J. RANDELMANN, 17,000 { Wednesday, 15th Nov., at Noon.

SHANGHAI, TSINGTAU, KOBE, "ROON," Capt. H. REHM, 15,900 { About 16th Nov.

MANILA, YAP, MARONN, "COBLENZ," Capt. L. KLUGKIST, 6,750 { Saturday, 2nd Dec., 10 a.m.

NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE.

"COBLENZ," Capt. L. KLUGKIST, 6,750 { About 14th Nov.

KOBÉ and YOKOHAMA.

"BORNEO," Capt. F. SEMBIL, 5,000 { Beginning of Nov.

KUDAT and SANDAKAN.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of funken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 6th November, 1911. [1087]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at

Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong. "EMPRESS OF JAPAN" Sat., 2nd Dec. "EMPRESS OF BRITAIN" Fri., 29th Dec.

"MONTEAGLE" SATURDAY, 30th Dec. 1912.

"EMPRESS OF INDIA" Sat., 24th Jan. "EMPRESS OF IRELAND" Fri., 23rd Feb.

"EMPRESS OF JAPAN" Sat., 24th Feb. "EMPRESS OF IRELAND" Fri., 22nd Mar.

"EMPRESS OF INDIA" Sat., 24th Feb. "EMPRESS OF BRITAIN" Fri., 22nd Mar.

Steamships leave HONGKONG at 7 a.m.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail

Express, and at ST. JOHN with the Company's Fastest "EMPRESS" Steamships,

14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the

Marconi Wireless Apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate on Steamers " " £43 " " £45.

1st Class rate to London includes cost of Meals and Berth in Sleeping Car while

crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTEAGLE," or other Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class.

Passengers booked through to all points and ABOUT THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members

of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya opposite Blake Pier.

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STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 20th Nov., 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th Nov., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co., [13]

HONGKONG, 11th November, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).</

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ARCADIA	Noon, 11th Nov.	See Special Advertisement
LONDON and ANTIWERP	MAITA	About 15th Nov.	Freight and Passage.
YANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. M. Montford, R.N.R.		
SHANGHAI, MOJI, KOBE, YOKOHAMA	BANCA	About 21st Nov.	Freight only
	Capt. H. W. Potter, R.N.R.		

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th November, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 11th Nov. M'night.
MANILA, CEBU and ILOILO	"KAIFONG"	On 14th Nov. 4 p.m.
WUHAIR, CHEFOO and TIENTSIN	"KUEICHOW"	On 14th Nov. 4 p.m.
SHANGHAI	"CHENAN"	On 16th Nov. 4 p.m.
SHANGHAI	"LINAN"	On 18th Nov. M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 21st Nov. 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 11th November, 1911.

AGENTS.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 11th Nov. 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 13th Nov. Noon.
TIENTSIN	"CHIPSING"	Tuesday, 14th Nov. Noon.
SHANGHAI	"KWONGSANG"	Tuesday, 14th Nov. Noon.
SHANGHAI	"CHOYSANG"	Friday, 17th Nov. Noon.
MANILA	"LOONGSANG"	Saturday, 18th Nov. 2 p.m.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUSANG", "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin and Nanchang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**

GENERAL MANAGERS.

Hongkong, 11th November, 1911.

[15]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black-Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SCANDIA	18th Nov.
S.S. DORTMUND	5th Dec.
S.S. SFGOVIA	14th Dec.
S.S. SILFESIA	27th Dec.
S.S. AMBRIA	10th Jan.
S.S. GOLDENFELS	24th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 9th November, 1911.

[12]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR **SWATOW, AMOY AND FOCHOW**

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pussmore	TUESDAY, 14th Nov., at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	SATURDAY, 18th Nov., at 2 P.M.

* The s.s. "HAIYANG" will not call at Swatow on outward trip.

For **SWATOW** AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 12th Nov., at 10 A.M.
		WEDNESDAY, 15th Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LA PRAD & Co.,

GENERAL MANAGERS.

Hongkong, 11th November, 1911.

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TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912.

* Triple Screw, turbine engines. * Twin Screw.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 1st December, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY AT SALINA CRUZ.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 11th Feb., at Noon 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-10-0
To VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU	£20-0-0
To SAN FRANCISCO	£25-0-0
To CHICAGO	£35-10-0
To NEW YORK	£40-0-0
To LONDON via NEW YORK	£45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.
SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.
Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

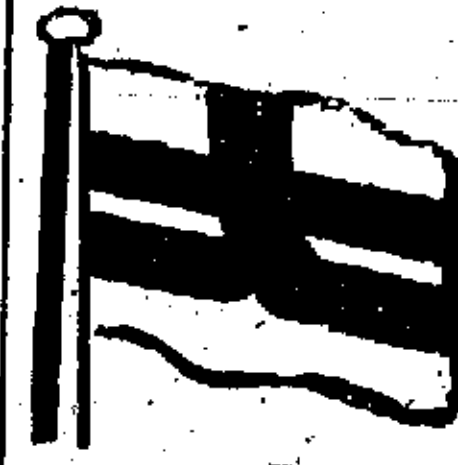
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.



FOR	STEAMERS	TONS (GROSS REG.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for Steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Furs and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 12th Nov., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 15th Nov., at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,

MANAGER

[772-778]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR **MARSEILLES AND LONDON.**

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

STEAMERS	Leave	Connecting Steamers	Due	Due		
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
Colombo		MARSEILLES & LONDON	(Brindisi, 2 days earlier)	(London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MAJOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8 5/72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:			
STEAMERS		Leave HONGKONG	Due LONDON
	Tonnage	about	about
NYANZA	7000	February 7	March 22
NILE	7000	March 6	April 19
NUBIA	6000	April 3	May 17
SUMATRA	5000	April 17	May 31
NAMUR	7000	May 1	June 14
PALAWAN	5000	May 15	June 29
BORNEO	5000	May 29	July 13
SYRIA	7000	June 12	July 27
NORE	7000	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply, to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTIWERP	ATSUTA MARU	9,000	WED'DAY, 22nd Nov., at Daylight.
PORE, PENANG COLOMBO, SUEZ and PORT SAID	HITACHI MARU	7,000	WED'DAY, 6th Dec., at Daylight.
	MIYASAKI MARU	9,000	WED'DAY, 20th Dec., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU	7,000	SATURDAY, 2nd Dec., from Kobe.
	INABA MARU	7,000	TUESDAY, 5th Dec., at Noon.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU	7,000	TUESDAY, 2nd Jan., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	5,000	FRIDAY, 24th Nov., at Noon.
	NIKKO MARU	6,000	THURSDAY, 21st Dec., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU	5,000	WED'DAY, 23rd Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	6,000	WED'DAY, 22nd Nov., at Noon.
	KITANO MARU	9,000	THURSDAY, 23rd Nov., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	TUSA MARU	6,000	TUESDAY, 14th November.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The Next Steamer to sail from Hongkong—
"MIKE MARU," TONS 4,000, CAPT. M. TABUEA, ON 18th Nov.

1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawara	February 14th
KAMO	8,000	F. L. Sommer	February 28th
AKI	7,000	K. Homma	March 13th
MISHIMA	9,000	A. C. Moses	March 27th
KAGA	7,000	M. Hongo	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Murai	May 22nd
STEAMER	TONS	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tomimaga	February 27th
TAMBA	7,000	K. Noda	March 26th
S. NUKI	7,000	A. C. Moses	April 9th
AWA	7,000	T. Iriawa	April 23rd
INABA	7,000	S. Tomimaga	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

[1061-14-42]